

## Worms Sap Children's Health

Mother often wonder why their children are not rugged and hardy. In a vast number of cases the trouble is—worms.

Signs of worms are: Indigestion, variable appetite, craving for sweets, nausea, vomiting, swollen upper lip, sour stomach, offensive breath, hard and full belly, eyes heavy and dull, twitching eyelids, itching of the nose, itching of the throat, short, dry cough, grinding of the teeth, little red points sticking out on tongue, starting during sleep, slow fever.

Dr. Tru's Elixir, the 60 years time-tried Family Laxative and Worm Expeller, will expel the worms and restore the vim and vigor to your child. Good for adults also. Discovered by my father over 60 years ago. 25c, 50c and \$1.00 at all dealers. Advice for Special treatment for tapeworms. Send for book.

Auburn, Me.

Dr. Tru

### Some Political Estimates.

Secretary Bryan's estimate of the results of the elections is quite as partisan in tone as the comments and claims of the administration's opponents. Where they have seen a wholesale repudiation of President Wilson and his policies, he sees nothing but popular indorsement and vindication. It all recalls the days when Republicans and Democrats were so nearly equal in strength, year in and year out, that their post-election quarrels over the interpretation of election figures rivaled in intensity their actual campaign warfare. Now, as always, the truth may be found somewhere between the partisan extremes.

How far the administration leaders depended upon the Progressives to insure the continued control of the government by the Democrats is incidentally betrayed by Mr. Bryan in his confession that "more Progressives returned to the Republican party than we expected." That alone, in his view, "accounted for most of the Republican gains in the House of Representatives." But Mr. Bryan hopes that if the Progressives are to abandon their own organization, they will join the Democratic party in no small numbers. For the Democratic party, he says in concluding his statement, "deserves the support of all real progressives and in the next two years it will draw to itself those progressives who understand the radical nature of the issues which separate the Democrat from the aristocrat and the plutocrat."

Possibly, a great many people are in error in concluding that the Progressive party is irretrievably smashed. Its phenomenal success in 1912, when its first presidential candidate polled more votes than the candidate of the Republicans, fixed in the popular mind, a standard which no other party has had to encounter. The Republicans themselves began their party career in a feeble way. The Progressives began with such stunning achievements as to blast the members of the ordinary development of great parties from small beginnings. And the Progressives now pay a costly price, perhaps, for their original achievement. Because they have fallen so far short of their tremendous performance of two years ago, they are judged to be already in their death agonies.

When the national executive committee of the Progressive party meets in Chicago next month, they will surely find more comfort in the election returns than has been found for them by the Progressive party's foes. The committee will see particularly Gov. Johnson's 250,000 votes in California, Mr. Pinchot's 250,000 to 300,000 votes in Pennsylvania and Mr. Robin's 200,000 votes in Illinois. Those three states combined cast a heavy vote in the electoral college. In the west generally the Progressives did much better than in the east, and that fact will encourage the Progressive party's leaders to keep up the organization. The adherents of the party will be reminded that their cause must encounter occasional rebuffs and that, after all, its showing this year should be regarded as the inevitable but not fatal reaction to the unprecedented run which Mr. Roosevelt made for president two years since.

If it is a matter of cold political judgment, there is not much of a prospect that the new party will long survive. But it is also a cold political judgment that the Progressive party will live long enough to be something of a factor in the next presidential election. It has been shaken down roughly to its real strength as a reform political movement, minus the popular enthusiasm for the rare personality of a single leader, and possibly this shaking down has come very much to the party's advantage, if it is to live and play an important part in American politics.—Springfield Republican

### Could Start Ten-Cent Store.

"Here, my son," said the father to Willie, "what does this mean? Your report gives you only fifty for arithmetic. And your teacher makes the comment that you can't count straight up to twenty-five. What are you going to do with such a record when you go into business?"

"Now don't worry, father," replied the son. "To count up to twenty-five isn't necessary for success in business nowadays."

"Not necessary?" gasped the father. "No, sir. I can start a ten-cent store."

### FREE DEMONSTRATIONS

### KING'S PUREMALT

will be given all next week at the

RED CROSS PHARMACY

The Perfect Tonic

ASK ANY DRUGGIST

Send for Descriptive Booklet

KING'S PUREMALT DEPARTMENT

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## ABOUT THE STATE

### HAPPENINGS OF INTEREST FROM DIFFERENT SECTIONS

Henry Claugh found in Bennington Center a tree filled with bees' honey, from which he gathered two pailsful.

Instead of giving a reception, town representative Arthur E. Hollister has presented the Bennington library 25 volumes of new fiction, to be purchased at his expense.

Rev. Eugene Puffer of Derby has accepted a call to become pastor of the Baptist church at East Enosburg, and will begin his new duties the first Sunday in December.

Carroll, the two year old son of Mr. and Mrs. John Grey of Cuttingsville, whose eye was recently injured by a rooster, which attacked him, is somewhat improved, but the eyesight is not restored.

Nicholas Mull, a 12-year-old Bennington boy, tried to fire a cartridge in a rifle Wednesday, but it would not explode, so next day he heated the end of a stovepipe and applied the hot iron to the cartridge. It exploded all right and the boy has a jagged cut in his shoulder as a result.

John Shelley of Fair Haven, aged 32 years, died in Whitehall, N. Y., Thursday, as the result of a runaway accident. Mr. Shelley was dragged some distance on the ground and was caught in one wheel, having several ribs broken and being otherwise injured. He died the next day.

The old covered bridge at the upper end of Woodstock village, which dates from 1846, and was the first covered bridge in town, is being strengthened by new arches, owing to the automobile traffic, although experts each year pronounce the old bridge in the best of condition. This bridge was all framed before the piece of timber was put in place and the Democrats party in no small numbers. For the Democratic party, he says in concluding his statement, "deserves the support of all real progressives and in the next two years it will draw to itself those progressives who understand the radical nature of the issues which separate the Democrat from the aristocrat and the plutocrat."

O. L. Martin Robbed By Pickpockets.

Orlando L. Martin of Plainfield, former state commissioner of agriculture, was relieved of his pocketbook containing \$78 at Essex Junction station Friday night by a pickpocket. Mr. Martin was not aware that his pocketbook was gone until his attention was called to the actions of three men in the station, one of them being taken into custody, but nothing proved against him. Mr. Martin recalls that as he was getting off the train these men crowded around him, thinking that this was the moment when they took his money.

### The Business Situation Reviewed.

There is no doubt that the week has witnessed greater genuine improvement in business than has been recorded in many weeks. Monetary conditions are particularly brighter and the prospects are certainly propitious for a continuance of business expansion. Those who are identified with lines of trade that are exceedingly depressed should not be discouraged by the outlook. Although the future may seem dark enough for them they will eventually benefit from the general improvement that is certainly now on the way. Sentiment, particularly in the United States, is much more cheerful, exports continue to increase, foreign exchange is working toward normal, the southern cotton situation is clearing up, there is greater demand for securities at higher prices, money rates are easier and when the federal reserve banks open for business on Monday there should be ample funds to meet every legitimate requirement of the future. In fact it has been predicted that for the immediate future at least there should be a plethora of money. What effect the demands of the belligerent governments for new funds may have upon American finances later on no one can anticipate. It may be the means of relieving new construction and certain expensive improvements that are contemplated, but there doubtless will be abundant funds for commercial and industrial activities on a large scale. The opening of the federal reserve banks will mean the liberation of reserve money estimated by the comptroller of the currency at \$400,000,000. Reserves of the national banks in the central reserve cities are reduced from 25 per cent to 18 per cent and those of the country banks from 15 to 12 per cent under the new law. Much is expected of the new banking system and it is confidently believed by its sponsors that it will measure up to the requirements. There never again should be experienced a money stringency such as has been known.

The department of agriculture estimates the leading crops this year at \$5,065,742,000, or \$104,000,000 more than last year's value, notwithstanding an estimated loss of \$418,000,000 sustained by the cotton growers on account of the war. This new wealth will be of great benefit to the entire world. The big crops of the season in the United States came at a time when most needed, as the agricultural yield of other countries has been somewhat indifferent.

The increase reported this week in the number of idle freight cars and the decrease in new orders supported by the United States Steel corporation are unfavorable factors but they possibly reflect conditions that are past. Sentiment in the steel trade, as asserted by trade organs, has improved this week and it is believed that there will be a gradual resumption of activity. Prices are invitingly low. Stocks are steady and it is believed that when buying resumes it will come with a rush.—Boston Monitor.

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## COMPLETE CONTROL OF RAILWAY SERVICE

Is Predicted for Interstate Commerce Commission by Prof. I. H. Dixon of Dartmouth College Speaking for the Western Economic Society.

Chicago, November 14.—The interstate commerce commission will soon assume as complete control of railway service as it now has of rates, in the opinion of Prof. I. H. Dixon of Dartmouth college, who addressed the western economic society here today; and once the commission has established that control, he held, it would be of little or no public concern whether railways had interlocking directorates.

Prof. Dixon reached this conclusion after an academic discussion of the subject. "The Economic Significance of Interlocking Directorates in Railway Finance," pointing to the tendency toward government regulation, he added: "That it will stop short of government ownership does not seem at all clear."

He spoke largely in justification of the relations between bankers and railway boards. The evils he saw in this connection loomed largest when one considered the relations between bankers themselves, tending to establish a single source of credit.

"It may be," he suggested, "that no relief can be found short of the radical service industries. So vital is the necessity of the service to the people that the time may come when government loaned to transportation corporation corporations will appear to be a logical and natural step."

He condemned the interlocking of railway directors with those of other industries, but found an economic need for close association among railroads themselves.

"There seems to me to be but one outcome. Before long the commission will be compelled to regulate service quite as rigidly as it does rates. All the power necessary to do so is already theirs by statute, and they have already in many individual cases made significant rulings that involve problems of service."

"That every civil of a monopoly character will then be done away with for good and all I do not assert. That would be placing too low an estimate on the ingenuity of the financial juggler. But the public advantages of cooperation on the part of large railway systems will so decidedly outweigh any remote disadvantages that there seems to me to be no justification for a prevention of interlocking relationships. Such close cooperation will work not to the restraining of trade unreasonably but rather to its liberation, for it will permit the execution of cooperative plans for relief in many situations that are now wastefully handled. It will permit the application of the principles of scientific economic railway operation to the railway system as a whole. It is a curious anomaly that persists among the American people and demands competition between these great industries to the certain burdening of them ultimately with its inevitable costs. Yet with this prejudice against combination lodged in the breasts of the people, the movement of events as expressed in legislation has been steadily away from reliance upon the efficiency of competition and in the direction of more and more rigid regulation."

James Montgomery Flagg's Advice to Automobileists.

In the November American Magazine James Montgomery Flagg, the famous wit and artist, does a piece in words and pictures entitled "The Nut's Automobile Guide." Following is an extract from his advice to automobileists: "If you drive the car yourself, don't examine the driver's seat before you seat yourself. Then you won't be annoyed by the fact that it is covered with grease. If you find the seat lumpy in spots and something very hard presses into you don't say anything to the chauffeur about it. He knows all about it. It's a roll of overalls, a stack of newspapers, four pounds of cotton waste, a pair of shoes, and old hand pump you don't use any more, and a box of inner tubes."

"Don't imagine that when you ask your chauffeur why he didn't fill the tank he won't have an answer. His answer will be in this case: 'I didn't want to weigh down my car with too much gas!' You see, after all, he was thinking of your interests. But did you get the 'My car?' Otherwise the answer is a dandy. Very high average."

"In running through small towns pay attention to traffic rules. It is quite absurd for a small town to put on such a show as they do. Run over the top of the car if he gives you any. Always give the gas when passing a trolley car that is discharging passengers. If you tumble a few of these rules over and maintain a child or so, turn around, look back at them and laugh. This will show them that you come from a large city. And the main idea in motoring is to show somebody."

"Then she is not interested in her husband!"

"Not a particle. Not even enough to listen when he talks in his sleep."—Louisville Courier-Journal.

7-20-4

7-20-4 factory output for nine months of 1914, 29,807,000. Increase of 2,430,000 over same period of 1913. Largest selling brand of the world. Quality counts.

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### Altitudes in Hawaii.

More than 400 datum points established by the United States Geological Survey in Hawaii, in addition to about 150 secondary elevations of well-known summits and other places of interest, are described in bulletin 561, "Results of Spirit Leveling in Hawaii, 1910 to 1913, inclusive," which has just been issued by the Geological Survey. The work reported in the bulletin was done under the direction of R. B. Marshall, chief geographer, in co-operation with the territory. The highest point noted in the bulletin (though not the highest point in the islands) is that known as Kaunakalehohe, the highest peak in the Kohala mountains, about five and one-half miles from Waimea village, on the island of Hawaii, 5,505 feet above mean sea level.

The topographic maps published by the survey show to the nearest foot the elevations of points within the areas mapped, but the figures given in the bulletin on spirit leveling are exact, and consequently are of considerable value to engineers and surveyors who may require some points on which to base their work. Engineers and others who have occasion to use the elevations stamped on the bench marks or shown on the survey maps should apply to the Director of the United States Geological Survey, at Washington, D. C., for the adjusted values, using the markings as identification numbers only, or should consult the spirit-leveling bulletin. A copy of bulletin 561 may be obtained free on application to the director of the survey.

### How the War Will Ultimately Help This Nation.

In the current issue of Farm and Fireside, the national farm paper published at Springfield, Ohio, J. P. Ross, a marketing expert, writing about the importance of American farmers taking up sheep-raising, says:

"That the war will be of advantage to us in the long run, if we can preserve a strict neutrality, is pretty certain, though it may take some time to recover from the shock of so vast an upheaval."

"Luckily for ourselves and for Europe we have this year a big surplus of cereals, and very soon means will be provided to carry them to at least some of the warring nations. This foodstuffs a range of prices of feedstuffs that will make beef and pork luxuries for the rich."

"How wool will be affected is hard to tell because so much will depend on how boldly our manufacturers of woolsens will seize the chances the war offers them; but anyhow it is bound to rise. Moreover, scarcity abroad and shipping costs will keep up imports. Wool, however, is of secondary importance—mutton is 'the thing.'"

"Sheep can be raised and fattened without cereals on clover hay, legumes, roots, silage, cotton-seed meal, and the like. If we will grow these crops, retain the ewes and use lambs for breeding, and use pure-bred rams, we can feed the nation, and so earn its applause and merit its gratitude."

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